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BEFORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.

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Joint Application of

DELTA AIR LINES, INC.

SOCIÉTÉ AIR FRANCE

ALITALIA-LINEE AEREE ITALIANE-S.P.A.

CZECH AIRLINES

Under 49 U.S.C. §§ 41308 and 41309
for approval of and antitrust immunity
for alliance agreements

OST-01-10429 -17

RESPONSE OF
DELTA AIR LINES, INC.
SOCIÉTÉ AIR FRANCE,
ALITALIA-LINEE AEREE ITALIANE-S.P.A.
AND CZECH AIRLINES
TO SCHEDULING NOTICE

September 12, 2001

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**BEFORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.**

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DELTA AIR LINES, INC.)	
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**RESPONSE OF
DELTA AIR LINES, INC.
SOCIÉTÉ AIR FRANCE,
ALITALIA-LINEE AEREE ITALIANE-S.P.A.
AND CZECH AIRLINES
TO SCHEDULING NOTICE**

Delta Air Lines, Inc. ("Delta"), Société Air France ("Air France"), Alitalia-Linee Aeree Italiane-S.p.A. ("Alitalia"), and Czech Airlines ("CSA") (collectively, the "Joint Applicants") hereby respond to the Department's September 7, 2001, Scheduling Notice in the captioned proceeding.

1. Delta is submitting herewith, unredacted copies of the documents containing additional material deemed relevant by the Department. These documents are being submitted in a sealed envelope labeled "Confidential Treatment Requested Under 14 C.F.R. Section 302.12; Access Is Limited To Counsel Or Outside Experts

Joint Response to Scheduling Notice

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Who Have Filed Valid Confidentiality Affidavits.” Delta incorporates by reference its August 17, 2001, Motion for Confidential Treatment, which applies with equal force to the additional unredacted documents.¹

2. Air France states that Exhibit JA-33 displays Air France's O&D traffic in its Top 100 city-pair markets to/from an Air France U.S. gateway (13 U.S. points) for the 12 months ended March 1, 2001. The source of the data is Air France traffic data reported on Air France coupons (i.e., approximately 95% of all Air France carried traffic). The traffic data is ranked in terms of descending O&D passenger numbers for the displayed city-pairs. The O&D city-pair traffic displayed is also identified by "type" of traffic as follows: "4"-nonstop local traffic; "3"- double connection traffic; "2"-one connection at CDG traffic; and "1" one connection at US gateway traffic. For example, BCN-JFK (#11) is type 2 meaning the reported O&D traffic connected one stop at CDG; PAR-PHL (#10) is type 4 meaning the reported O&D traffic was local traffic carried nonstop over the city-pair.

3. CSA states that the source of the traffic information concerned is CSA's internal data -- the Passenger Transfer Messages (“PTM”) – which are collected and sent after each international departure. For example, PTMs for CSA’s New York/Newark-Prague services are automatically generated by the departure control

¹ As directed by the Scheduling Notice, the Joint Applicants are also furnishing two additional copy sets of the previously submitted confidential documents.

Joint Response to Scheduling Notice

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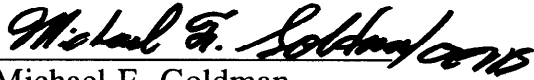
system ("DCS") and sent to CSA's systems in Prague. The PTM indicates in case of connecting passengers on board CSA's NYC-PRG flights the connecting flight to the respective destination beyond PRG. This information is subsequently processed by internal CSA systems and was used for preparing the list of CSA's top 20 destinations served from New York/Newark (CSA's only U.S. gateway airports).

4. Alitalia similarly confirms that the source of the traffic information furnished to the Department was Alitalia internal data. Due to the disruption of normal business activities on September 11, 2001, Alitalia is unable to provide further detail at this time, but will do so as soon as possible.

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Respectfully submitted,



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CERTIFICATE OF SERVICE

I hereby certify that a copy of the foregoing Joint Response to Scheduling Notice, has been served this 12th day of September, 2001, upon each of the following persons in accordance with the Department's rules.

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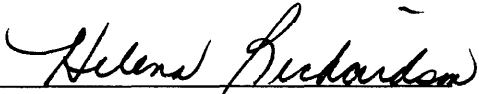
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